





### Co-day's Advertisements.

#### AN ORGAN RECITAL WILL TAKE PLACE

AT THE  
ROMAN CATHOLIC CATHEDRAL,  
TODAY  
(THURSDAY), the 27th August,  
AT 9.15 P.M.

ON THE OCCASION OF THE OPENING  
OF THE NEW ORGAN.

- 1.—Grand March—For Organ (composed for the occasion), by Mr. J. Orange.
- 2.—Inflammation—For Soprano from Rossini's, *Stabat Mater*.  
Miss CARVALHO.
- 3.—Barcarolle—For Organ, of Mandolines and Guitars.  
LADIES & GENTLEMEN AMATEURS.
- 4.—Mosaic—For Organ in distance and duet—for Flute and Clarinet for Organ, by Maestro A. Cattaneo.  
Maestro CATTANEO.
- 5.—Salve Maria—For Soprano, by Mercadante.  
Miss CARVALHO.
- 6.—Pastorale—For Organ (Bach).  
Mr. O. GRIMBLE.
- 7.—No. 6 Sonata—For Organ, by Mendelssohn.  
Mr. O. GRIMBLE.
- 8.—Cujus Anima—For Tenor—from Rossini's *Stabat Mater*.  
Mr. D. K. SLIMAN.
- 9.—Serenade—For Orchestra of Mandolines and Guitars, by Acon.  
LADIES & GENTLEMEN AMATEURS.
- 10.—Ave Maria—For Soprano, by Mascagni.  
Miss HAGEN.
- 11.—(a) Qui tollis and Qui Sedes From the Mass.  
(b) Laudamus te for tenor.  
(c) Christe—Duet for tenor and bass.  
Messrs. VAN NIKROP & KRALL.
- 12.—Solo for Tromba and Maraca finale for Organ, by Maestro Cattaneo.  
Maestro A. CATTANEO.

ADMISSION FREE.

Hongkong, 27th August, 1896. [1349]

#### THEATRE ROYAL, CITY HALL.

SATURDAY, the 29th August, 1896.

#### MR. FRANK BURTON, "THE AMERICAN HUSTLER."

#### A GRAND SMOKING CONCERT AND VARIETY ENTERTAINMENT

In which "The Hustler" will appear and sing, and tell a little of the world and its ways, concluding with the Song, "NOT ME."  
MR. C. T. ROBINSON will describe the Ups and Downs of a "LONDON LAMPLIGHTER," and tell a little of the world and its ways, concluding with the Song, "NOT ME."  
Messrs. PINCHING, PAYCE and NEWMAN, (Stable Dance).  
MR. R. LANG—Eccentric Comedian.  
MR. PAYCE—Descriptive Vocalist.  
Messrs. PINCHING and NEWMAN, (Top-shoot Dance).  
MR. R. F. LAMBERT and other leading Amateurs have kindly promised to assist.

Popular Prices:—  
Dress Circle ..... \$2.00  
Stalls ..... 1.00  
Back Seats ..... 0.50  
Doors Opened at 8.30 P.M.  
Smoking Commences at 9 P.M. Sharp.

BOX OFFICE: Messrs. W. ROBINSON & Co.

FRANK BURTON,  
The American Hustler,  
Manager.

Hongkong, 27th August, 1896. [1355]

#### LAST THREE DAYS!



THE MANAGER begs to inform the Public and those who have not yet availed themselves of the opportunity of VISITING and RIDING on the AMERICAN STEAM RIDING GALLERY that this is positively the

Last Week in Hongkong. Good Music, &c.

FRIDAY AND SATURDAY,

from 3 to 6.30 P.M.

CHILDREN HALF-PRICE.

Hongkong, 27th August, 1896. [1352]

#### TO LET.

DWELLING HOUSES:—  
Nos. 2 & 5, RUPON TERRACE.  
No. 2, MAGDALENE TERRACE—  
MAGDALENE GAP.  
"TULLA BURG" (BUNGALOW)—  
MAGDALENE GAP.  
GODOWNS IN BLUE BUILDINGS.

Apply to  
THE HONGKONG LAND INVESTMENT  
& AGENCY Co., Ltd.  
Hongkong, 27th August, 1896. [1351]

### Co-day's Advertisements.

#### BELLIOS PUBLIC SCHOOL.

THIS SCHOOL will RE-COMMENCE on  
TUESDAY, the 1st September.  
Hongkong, 27th August, 1896. [1354]

IN THE MATTER OF ORDINANCE No. 2 OF 1893

AND

IN THE MATTER OF THE APPLICATION OF

CHARLES HENRY PALMER, JOHN

WILLIAM DENMEAD AND JOSEPH

ALVIRTUS BAUGHMAN, RESIDING

RESPECTIVELY AT 104, NORTH SUMMIT

STREET, 228, CARL STREET, 106, SOUTH

MAIN STREET, IN THE CITY OF ACON,

COUNTY OF SUMMIT, STATE OF OHIO,

U.S.A. FOR LETTERS PATENT FOR

THE EXCLUSIVE USE WITHIN THE COLONY

OF HONGKONG, OF AN INVENTION FOR

"IMPROVEMENTS IN AND RELATING

TO MACHINES FOR FILLING

BOXES WITH MATCHES."

NOTICE is hereby given that the

PETITION, SPECIFICATION and

DECLARATION required by the above cited

Ordinance have been duly filed in the Office

of the Colonial Secretary of Hongkong, and that

it is the intention of the said CHARLES

HENRY PALMER, JOHN WILLIAM

DENMEAD AND JOSEPH ALVIRTUS

BAUGHMAN, by WILLIAM ELIZABETH HUNT, their

dually authorized Agent and Attorney in fact, to

apply at the Sitting of the Executive Council

hereinafter mentioned for LETTERS PATENT

for the exclusive use within the said Colony of

Hongkong of the above-named Invention.

And Notice is also hereby given that a Sitting

of the Executive Council, before whom the matter

of the said Petition will come for decision, will

be held in the Council Chamber, at the Govern-

ment Offices, Victoria, Hongkong, on MONDAY,

the 14th September (proximo), at 10 A.M.

Dated the 21st day of August, 1896.

W. E. HUNT,

Agent and Attorney in fact for

CHARLES HENRY PALMER, JOHN WILLIAM

DENMEAD AND JOSEPH ALVIRTUS BAUGHMAN,

[1353] "Glencely," Hongkong.

IN THE MATTER OF ORDINANCE No. 2 OF 1893

AND

IN THE MATTER OF THE APPLICATION OF

EBENEZER BENTON BEECHER and

JACOB WRIGHT, RESIDING

RESPECTIVELY AT No. 36, FRANKLIN STREET,

NEW HAVEN, BOTH IN THE COUNTY OF

NEW HAVEN AND STATE OF CONNECTICUT,

U.S.A. FOR LETTERS PATENT FOR THE

EXCLUSIVE USE WITHIN THE COLONY OF

HONGKONG, OF AN INVENTION FOR

"IMPROVEMENTS IN AND RELATING

TO MACHINES FOR MAKING

MATCHES, AND (2) FOR MAKING

WAX MATCHES."

NOTICE is hereby given that the

PETITIONS, SPECIFICATIONS and

DECLARATIONS required by the above cited

Ordinance have been duly filed in the Office

of the Colonial Secretary of Hongkong, and that

it is the intention of the said EBENEZER

BENTON BEECHER and JACOB WRIGHT,

by WILLIAM ELIZABETH HUNT, their duly

authorized Agent and Attorney in fact, to apply

at the Sitting of the Executive Council hereinafter

mentioned for LETTERS PATENT for the

exclusive use within the said Colony of Hong-

kong of the above-named Inventions.

And Notice is also hereby given that a Sitting

of the Executive Council, before whom the

matter of the said Petitions will come for

decision, will be held in the Council Chamber,

at the Government Offices, Victoria, Hongkong,

on MONDAY, the 14th September (proximo),

at 10 A.M.

Dated the 21st day of August, 1896.

W. E. HUNT,

Agent and Attorney in fact for

EBENEZER BENTON BEECHER and JACOB

WRIGHT, [1354] "Glencely," Hongkong.

DOUGLAS STEAMSHIP COMPANY,

LIMITED,

FOR SWATOW, AMOY AND FOCHOW.

THE Company's Steamship

"HAITAN,"

Captain J. S. ROACH, will be despatched for the

above Ports on SUNDAY, the 30th instant,

at Daylight.

For Freight or Passage, apply to

DOUGLAS LARRAIK & Co.,

General Managers.

Hongkong, 27th August, 1896. [1353]

THE PENINSULAR AND ORIENTAL

STEAM NAVIGATION COMPANY.

STEAM FOR

STRAITS, CEYLON, AUSTRALIA, INDIA,

ADEN, EGYPT, MEDITERRANEAN

PORTS, PLYMOUTH AND LONDON.

Through Bills of Lading issued for BATAVIA,

PERIAN GULF, CONTINENTAL and

AMERICAN PORTS.

THE Steamship

"ROSETTA,"

Captain F. N. TILLARD, carrying Her Majesty's

Mails, will be despatched from this for

BOMBAY, &c., on THURSDAY, the 10th

September, at Noon, taking Passengers and

Cargo for the above Ports. This steamer connects

at Bombay with the S.S. *Shannon*, leaving that

Port on the 3rd Oct. for London direct.

Silk and Valuable, all Cargo for France,

and Tea for London (under arrangement) will

be transhipped at Colombo into a steamer

proceeding direct to Marseilles and London;

other Cargo for London, &c., will be conveyed

via Bombay.

Passage will be received at this Office until 4

P.M. the day before sailing. The Contents and

Value of all Packages are required.

Shippers are particularly requested to note

the terms and conditions of the Company's Bills

of Lading.

For further Particulars apply to

H. A. RITCHIE,

Superintendent.

Hongkong, 27th August, 1896. [1351]

### Intimations.

#### DAKIN, CRUICKSHANK & COMPANY, LIMITED, VICTORIA DISPENSARY, HONGKONG.

#### AERATED WATERS.

#### SIMPLE AERATED WATER.

#### SODA WATER.

#### LEMONADE.

#### GINGER ALE.

#### SARSAPARILLA.

#### RASPBERRYADE, &c.

DAKIN, CRUICKSHANK & Co.'s WATERS are made under the constant supervision of a duly qualified English Chemist and will bear comparison with the best English Manufactures.

Special Terms to HOTELS, CLUBS, MESSERS and other Large Consumers.

Any complaints should be addressed to the Manager.

Hongkong, 27th May, 1896. [1427]

#### A. S. WATSON & CO.,

#### LIMITED.

#### CHEMISTS BY APPOINTMENT.

ESTABLISHED A.D. 1841.

#### MANUFACTURERS

#### AERATED WATERS.

OUR AERATED WATER FACTORY is fitted with the best English Machinery, embodying the latest improvements in the trade.

The Purest Ingredients only are used, and the utmost Care and Cleanliness exercised in the Manufacture throughout.

The Water used is proved by repeated Analyses to be Absolutely Pure.

For COAST PORTS, Waters are packed and placed on board ship at Hongkong prices, and the full amount allowed for Packages and Expenses when received in good order.

Counterfoil Order Books supplied on application.

Our Registered Telegraphic Address is

"DISPENSARY, HONGKONG."

And all signed messages addressed thus will receive prompt attention.

The following is a List of Waters always

kept ready in Stock:—

PURE AERATED WATER,

SODA WATER,

LEMONADE,

POTASH WATER,

LITHIA WATER, SELTZER WATER,

SARSAPARILLA WATER,

TONIC WATER,

GINGER ALE,

GINGERADE.

No Credit given for Bottles that look dirty or greasy, or that appear to have been used for any other purpose than that of containing Aerated Waters, as such Bottles are never used again by us.

A. S. WATSON & CO., LD.

THE HONGKONG DISPENSARY.

Hongkong, 4th July, 1896. [1351]

#### TO SUBSCRIBERS.

SUBSCRIBERS TO "THE HONGKONG TELEGRAPH" ARE MOST RESPECTFULLY

REMINDED THAT ALL SUBSCRIPTIONS

MUST BE PAID IN ADVANCE.

THE HONGKONG TELEGRAPH

HONGKONG, THURSDAY, AUGUST 27, 1896.

#### REUTER'S MESSAGE.

#### CRISIS AT ZANZIBAR.

LONDON, August 25th.

The Sultan of Zanzibar is dead.

Said Sultan, who has proclaimed himself Sultan, has seized and barricaded the place with seven hundred armed men at his disposal.

Men from the British ships *Phoenix*, *Thrush*, and *Sparrow* have been landed, and await orders.

Trouble is feared.

### LOCAL AND GENERAL.

THE Portuguese gunboat *Diu*, after docking at Tanjong Pagar, left Singapore on the 20th inst. at 9.45 a.m. for Macao.

MR. M. GRUBB, the Hon. Treasurer to the *Anti-Slavery* Fund, requests as to remind intending subscribers that the subscription lists close on the 31st instant.

IT is notified that the direct Hongkong Cable is interrupted. Telegrams for Tonkin and Annam can be forwarded via Saigon at the following rates:—Tonkin \$1.35 per word; Annam \$1.15 per word.

AN organ recital will be given at the Roman Catholic Cathedral this evening, at a quarter to nine, to celebrate the opening of the new organ. The programme includes several vocal selections.

THE New Zealand House of Representatives has passed the second reading of a measure to restrict Chinese and Japanese immigration. The Bill provides that every one of these races carried in excess of one to every 200 tons total tonnage will render shipmasters liable to a penalty of £500.

IT is reported that Hong Chong-wo, who was appointed Reading Secretary to H. R. H. the Crown Prince of Korea a few weeks ago, intends to call together a large number of Confucian disciples from the country for the purpose of memorializing His Majesty on the subject of his return to his Palace and the driving out of foreigners from the Kingdom. The leader of this movement once distinguished himself by murdering Kim Ok-jeon at Shanghai.

THUS the Singapore *Free Press* of the 20th inst.:—We are assured that we were in error in our paragraph of yesterday in stating that the Nippon Yusen Kaisha do not see their way to adhere to the recent attempt to advance freight. We have since been told that the Japanese Company have not so far joined the arrangement, and that they have not at present come to a decision in the matter. It is a fact, however, that freight have now gone down from the rates served upon to 10s. and good authorities attribute this to the action, or inaction, of the Nippon Yusen Kaisha.

IN the House of Commons on the 28th ultimo Hon. G. N. Curzon, the Under-Secretary of State for Foreign Affairs, said that the Government intended to reform the commercial consulate in Paris. An *attaché* would be appointed there whose special duty it would be to attend to British commercial interests not only in the French capital, but also in Belgium and Switzerland. Consuls would be appointed to Siam, and two more in China and Japan. An *attaché* attached to the British Embassy in Berlin would be specially required to watch not only commercial matters in Germany, but also in Holland and Scandinavia. Better late than never!

A CAPITAL programme is being organized for the concert on Saturday, the 29th instant, which is to be given in the Theatre Royal as a complimentary benefit to Mr. Frank Burton, the "American Hustler," who is a host in himself. He is like the country he hails from—fast thoroughgoing; talks fast, eats fast, sleeps fast, in fact he is the fastest hustler known. Frank Burton is a clever humorist and will relate some funny stories and also give the audience a treat out of his book and tell of his travels and adventures and also impersonate several well-known characters, besides giving the very latest comic songs. He is to be assisted by Mr. C. T. Robinson, the "Stars of the Rifle Brigade," and other leading amateurs. For further particulars see advertisement.

THE concert given by the Rifle Brigade on Tuesday was a memorable one, not only on account of the circumstance that it was part and parcel of the festivities connected with the 60th anniversary of the formation of the Brigade, but also because the amateurs who took part in it were never heard to better advantage. We regret that neither time nor space permit of a detailed report to-day, but we can find time to say a word or two about the vocalists. Mrs. Vallings and Mrs. Norcott sang very sweetly, completely carrying the vast audience with them and causing, at times, a death-like silence,



accustomed manner. Few horse carriages are to be seen on the streets, but the carriages are chiefly blue or white, carried on poles between two coolies, and the single jirikis are the principal vehicles for those who do not care to go on foot, and one can pass through the busiest streets of Hongkong in a jirikisa, without a nervous apprehension of being run into by careless or incompetent drivers, as one cannot do in similar places in Singapore. There is another means of locomotion, which I was anxious to try, and that is the cable tramway to the Peak. From the harbour you can see a slender, thread-like line stretching up the hill at the bottom of a gully, and on the line, from time to time, two oblong grey objects, not unlike the insect called the "slater" in Scotland, creeping to meet one another, and passing each other midway up the slope. This is the cable tramway, on the subject of which, the chair-coolies are still sore, and to which the Chinese generally attribute the misfortunes that have recently fallen on Hongkong. The line is supposed to have wounded the superstitious beliefs of the local deities. Circumstances of which I had no control prevented my going up the Peak on my first visit to Hongkong. I had promised some friends to stay with them there on my return voyage, but, alas for human schemes, the port was closed on account of the plague, and I saw Hongkong the second time from the deck of the steamer which lay at the Lyceum Pass and took meals up gingerly with long poles from the post-office launch. This third time I resolved that nothing should hinder a visit to the Peak. The superstitious friends kept me engaged till within an hour and a half of the steamer's sailing. But I was told the journey up and down would not take more than twenty minutes, so I went and took my seat in the car, a front seat, and looked up the steep line, which seems to have a gradient of one in two, waiting for the start. Half an hour passed, nothing happened except that some Chinese passengers arrived and took seats in the back part of the car. I got out and searched the station for a time-table, but none was to be seen. There were regulations and bye-laws, and fare lists, and there was a European, apparently the conductor, asleep on a bench, but no means of finding out when the car would start, if it would start at all. Another quarter of an hour passed, and I was about to give up the idea of going to the Peak, when I saw the car and went to the *Odsal* in a very bad temper. It seems that they stop the running of the cars for an hour or two in the middle of the day, and it was just my luck to strike this pause, but I should have been saved the dreary wait if the authorities had posted a time-table in the station. This ended my journey to the Peak. The British Colony of Hongkong includes a strip of territory on the mainland opposite to Victoria City—Kowloon. The sea front at Kowloon is occupied by wharves and godowns, which present no very interesting features to the traveller. The old native city is some distance behind the concession, and I shall never forget the nocturnal visit I paid to it two years ago in company with a merry band of German naval officers. The genus naval officer—no matter what the nationality—has a type of frank and boisterous good nature, the essence of which he has made his home seems to produce a corresponding openness of character, and one does not realise the possibilities of heavy good fellowship till he has an extensive acquaintance amongst these gay warriors of the sea. In such company, it may be guessed that my night expedition to Kowloon City lacked neither interest nor amusement, not to say excitement. I cannot recall all my impressions of that eventful night. I vividly recollect the small of the place, the lights of the great theatre, how we lost our way on our return to the ship, and explored a considerable portion of the Chinese Empire before we struck the road leading to the wharf. The theatre was a sight not to be readily forgotten. It was a gigantic structure of bamboo poles, shot in on three sides, but open to the air on the side facing the stage. The roof of the stage projected about one-third of the way across the building, the rest of the auditorium was open to the summer sky. We clambered by bamboo ladders to a bamboo gallery, the floor of which was composed of bamboo placed transversely with considerable spaces between. There being no seats, we had to balance ourselves as best we could at the junctions of the transverse poles, and hold on by the upright posts. Light was supplied by great flaming torches, which threw a red and smoky light on the vast audience below. There must have been four or five thousand people present, all following with attention and frequent peeks of laughter the action of the piece on the stage, which was the usual thing one sees in the Chinese *yangyang* of Singapore. My unfortunate ignorance of the language prevented my seeing the jokes which caused such hearty merriment to the audience. But I may say that the Chinaman never laughs. That may be true in California, where the believers in equality put him under vexatious restrictions, crowd him into low, cramped, foul quarters, treat him with contempt, cruelty, and injustice, and then wonder why he is such an industrious, wasteful, money-loving creature. In all other lands on the subject he near the truth, the Chinaman has little cause to laugh, in the land of the free. In his own land, under the petty tyrannies of a degraded government, he can laugh—and heartily too. Round the outside of the theatre, and thickly crowded near the entrance, the glare of a hundred torches revealed booths of all sorts, as in a country fair, for the sale of refreshments and of those luxuries on which men of all nations of the Chinese indulge, waste their money when they have a day out. A merry interchange of chat passed between us and the stall-holders. It was nothing to either side that neither understood the other—good humour prevailed, and language is not needed to express lightness of heart.

#### THE IMPERIAL PRESS, LTD.

SIR WILLIAM ROBINSON AS A COMPANY PROMOTER.

[Daily Press, August 26th.]

The Prospectus of the Imperial Press, Limited, has been advertised. The capital is £25,000, of which a special issue of 5,000 shares of £1 each is offered for subscription. The members of the "General Committee," numbering forty-five, are for the most part connected with Her Majesty's services—Admirals, Generals, Colonial Governors, etc.—but there are also a few representatives of commerce, amongst them Sir Thomas Sutherland. Some local interest attaches to the enterprise, inasmuch as our present Governor, Sir William Robinson, K.C.M.G., is one of the General Committee, while our ex-Governor, Sir William Des Vaux, attacks the project in a letter to the Times.

[Daily Press, August 27th.]

With reference to the Imperial Press, Limited, reference to which was made in yesterday's issue, we understand that Sir William Robinson has made no investment of money in the concern. Seeing many of his friends' names down on the General Committee, and thinking the object sought to be attained a good one, Sir William added his, and that is all his connection with it.

#### FAR EASTERN DOCKS.

The following letter was published in the *Pail Mail Gazette* on the 20th ultimo:—

Dear Sir,—It will be remembered that Mr. Guchin's last Budget included upwards of £300,000 for extension of naval docks, &c., at Hongkong; this has been followed by occasional telegrams from the local Governor to Mr. Chamberlain reporting weekly mortality at that port caused by recrudescence of bubonic plague there. Meanwhile the public are in ignorance whether the proposed works are being proceeded with, or remain in abeyance under these circumstances. The following, from the *China Express* of the 7th inst., containing information with reference to the plague at Hongkong, will not be void of interest:—

The prevalence of plague at Kowloon has caused an exodus of no fewer than nine hundred men from the works of the Dock Company. The Company in normal times employs about three thousand men, and there is always plenty of work for the whole of them, but at the present time there are only just over two thousand hands employed. Fortunately it cannot be said that the trade of the colony is perceptibly interfered with by the shortage of dock hands, but if the rate of deserting from the works proceeds as it has done lately the inconvenience to shipping must increase to a material extent. The reason why these nine hundred men, most of whom are employed on skilled labour, have left work is, it is said, that they look upon Kowloon as a highly infected place. Many of the men have alleged illness as a cause of their absence, while others have plainly stated that not only are they afraid of contracting the disease and the treatment by the English doctors, but that many cases of plague occur in the district which never, for obvious reasons, come under the knowledge of the Sanitary Board officers. Many people, it is asserted, have after being stricken with the disease, left their homes in order to die in their native country, and it is further remarked that not a few dead bodies of persons who have been on their way have been picked up on the hillside. (It seems that the prejudice against the Western medical treatment is as deep-rooted at Kowloon as ever, and even intelligent Chinese workmen have been heard to remark that English doctors poison the patients.)

The above extract appeared in the columns of the *Hongkong Daily Press* a few weeks ago in an article on the Plague. It is admitted that Hongkong should possess, without any unnecessary delay, docks suitable for our battleships, the existing docks not being sufficiently large. Meanwhile, there should be few, if any, obstacles to the immediate construction at Singapore of a large dock suitable for her Majesty's largest ships. Its salubrity is well known, and its central position is acknowledged. It is little more than 1,400 miles distant from Hongkong, or half-way to Calcutta, where there are no docks capable of admitting even large cruisers. It may not be generally known that Singapore was some years ago recommended for a naval station by Admiral Sir Harry Keppel, and that it was subsequently approved of by General Sir Andrew Clarke, R.E.; moreover, Singapore is already fortified as a naval coaling station, and it is believed that a large dock could be constructed there as economically as in any other part of the world, and assuredly long before a large naval dock could be completed at Hongkong, even under the most favourable circumstances.

Yours, &c.,

EASTWARD HO!

#### THE BRITISH CROWN COLONIES.

[British Trade Journal.]

In proportion to its importance, no question has been so indifferently discussed as the economical condition of the Crown Colonies. Not only has no attempt been made to treat it with any approximate fairness, but the aggregated statements which have been published are far below reasonable requirements. What-ever difference of opinion may prevail as to how the self-governing colonies of British North America, Australasia, and South Africa have progressed and may be improved in the near future, as regards their trade with the mother country, there is no doubt that the commerce between Great Britain and her Crown Colonies is far too limited. This unsatisfactory result is owing to several causes, the main ones being (1) inequitable import and export duties; (2) the increase in recent years of the trade between these colonies and foreign countries, partly on account of cheaper goods being supplied from these countries than from the United Kingdom, and partly in consequence of the goods transported from the Continent of Europe to our Crown Colonies being carried by bounty-fed ships and State railways; and (3) insufficient public works in these possessions, such as harbours, roads, and railways. If the British Colonial Office authorities and the governors and other administrators of the affairs of these colonies had devoted anything like as much real and energy to acquire themselves with the reasonable requirements for the development of trade therein, and with Great Britain particularly, as they should have done, this commerce would have vastly increased. We agree with the statements often made that while other European governments have very successfully worked to develop their colonies, the British government has neglected its colonies has been too much disposed to notice the struggles with foreign competitors with almost benevolent neutrality. In such a wretched condition are some of our oldest Crown Colonies that they are as nearly decayed and decadent as the old Portuguese and Spanish colonies. An important despatch was issued by Mr. Chamberlain on November 28th last to Governors of Colonies on the question of trade with the United Kingdom. He seeks to obtain full information as to the extent to which the goods of the colonies foreign imports have displaced or are displacing British goods of the same kind, and the causes of this. But if the annual reports of the Colonial Governors, especially those in Crown Colonies, had answered the just requirements of the inhabitants of the Colonies and the United Kingdom, the information which the Colonial Secretary requires from these administrators would have been supplied as a matter of course. After carefully reading these documents relating to Crown Colonies issued during several years, it is self-evident that their conclusions are of the most jejune and unreliable character, not only as regards general topics, but on other questions highly interesting to the mercantile community, such as the improvement and promotion of public works, in relation to shipping, roads, and railways. The Governors of these colonies would do well to follow in a great measure the system adopted in the better kind of British consular reports as regards our foreign trade.

Whatever may be the result of the Colonial Secretary's inquiry, the general condition of the Crown Colonies demands an investigation of a like kind, but of a more comprehensive character than that concerning our diplomatic and consular service made about thirty years ago. At that time a Select Committee of the House of Commons took evidence respecting this service, and its duties and the functions of the Foreign Office in regard to it, with the result that several improvements were effected shortly afterwards which would otherwise probably have been delayed much longer, or would not have occurred. Now, as a Royal Commission is a more important body to investigate political-economic questions than a Committee of either House of Parliament because several individuals of special knowledge can be selected to join the Commission who are not members of the Legislature, we think that such a body should be appointed to take evidence on other subjects beyond those referred to in Mr. Chamberlain's circular. One of these additional questions should relate to the constitution and powers of Crown Colony Governors and legislative and executive councils, and how the officers of the several Crown Colonies are governed and administered. This part of the subject should also include important information as to whether or not the colonies of the West Indies would be materially benefited, commercially and otherwise, by a confederated system whereby they would be governed by popularly elected local assemblies and a central assembly with one Governor and a few Lieutenant-Governors; and a Superior Court going circuit in substitution for the present judicial staff. We also think that under the same branch of inquiry, investigation should be made as to whether the present method of distributing the business of the Colonial Office concerning Crown Colonies is advisable, and how it is discharged, and whether it would be improved by a re-division of the work. This portion of the subject would involve questions as to the competency of the heads and leading subordinate officials of the different departments in relation to their duties. Such an inquiry is very important, especially as the Secretary of State, who is frequently changed, is seldom more than a figure-head, and is therefore much guided in his actions concerning Colonial administration by the Permanent and Assistant Under-Secretaries of State and the Colonial Office. The control of the Colonies over the Colonial Office is so insignificant that it appears to be Officially limited to questions occasionally put in the House of Commons, the replies to which are generally drawn up for the Secretary of State or the Parliamentary Under-Secretary by subordinate officials.

Complaints have been made from time to time, and apparently with good reason, that the want of anything like sufficient development of the trade of the Crown Colonies with this country is attributable in a great measure to the incompetency and lack of enterprise of the Governors of these possessions. In some cases, their inability to survive the climate is their only qualification. In others they have sprung from small positions in the Colonial service, and they are seldom, if ever, appointed Governors of any of the leading self-governing colonies, an exception, whether just or not, not likely to raise their standard of ability. Adequate evidence on this subject is much required, and should be given before the Commission. It seems advisable also that testimony should be adduced as to whether persons might not be selected as Governors for more important Crown Colonies who have been in the Colonial service, but who, from their wide commercial experience, practical enterprise, and special fitness to develop the trade of such colonies, would become excellent administrators. In some of the larger colonies, having responsible government, the governors selected from the Colonial service have been few and far between compared with those who have not been trained there, and yet these outsiders have proved to be the most efficient Governors these leading colonies have had. As regards the Crown Agents for the Colonies, these individuals act as commercial and financial agents in the United Kingdom for such colonies as have not Agents-General here. They are remunerated by fixed salaries, and are appointed by the Colonial Secretary, who exercises a general supervision and control over their compliance with the instructions of Crown Colony governments. Although in consequence of alleged defects in the organization of the department caused investigations to be made concerning the functions of their office, and effected certain improvements therein, which are stated in a Parliamentary Paper published in 1881, a further inquiry should be made by the Commission we have recommended, with the view to the additional improvement of the services of these officers, and the commissions, brokerages, and other expenses charged to the colonies for such services; and whether any or what proportion of expenditure would be saved by Crown Colonies if they employed their own agents.

The suggestion of the Royal Commission referred to would probably be enhanced by the employment of Supreme Commissioners to thoroughly investigate in the Crown Colonies the condition of the trade and public works, and those which it might be advisable to undertake therein and to submit a report of their inquiries to the Commission, which report should afterwards be published.

#### THE INTERNATIONAL COMMERCE OF THE WORLD.

(Daily Graphic Correspondent.)

It is very difficult to obtain exact comparative figures up to date of the whole of the foreign trade of the various countries of the world, as in very many cases the statistics are published both erratically and late. A good example of this is found in the fact that our own Board of Agriculture last month published a report on the export of cattle from Russia, for which country the latest figures now obtainable are for the year 1893. These are therefore ten years out of date. The Treasury Department at Washington for the collection of statistics and preparation of a report on the foreign trade of the principal countries of the world for the ten years ending with 1895. The report itself consists simply of the tables of figures, together with a series of diagrams, the values being given in dollars, which I have for this article converted into English money at the rate of 4s. 6d. to the dollar. In all, details are given of the foreign trade of sixteen countries, but the omission of such countries as Russia and India shows clearly that the report deals only with those countries from which complete and up-to-date figures were obtainable. In the following table the annual values are given of the imports and exports of these sixteen countries on the average of the ten years ending with 1895, together with the total average annual volume of such foreign trade.

Country.	Imports.	Exports.	Total Trade.
Uruguay	£5,078,733	£5,325,511	£10,404,244
Japan	7,679,878	7,639,046	15,318,924
Denmark	16,350,012	11,923,045	28,273,057
Sweden	10,159,297	16,136,875	26,296,172
Chile	20,288,303	15,567,426	35,855,729
Argentina	21,871,460	18,929,671	40,801,131
Canada	22,882,528	20,596,180	43,478,708
Austria	25,399,058	31,385,460	56,784,518
Spain	33,316,871	31,357,792	64,674,663
Italy	52,749,889	36,391,220	89,141,109
Belgium	57,719,448	48,717,416	106,436,864
Netherlands	104,595,018	88,610,938	193,205,956
United States	155,779,000	168,513,480	324,292,480
Germany	180,486,313	155,400,360	335,886,673
France	208,153,563	177,377,454	385,531,017
United Kingdom	404,658,849	518,618,018	923,276,867

Below another table is given showing the excess of imports over exports, or the excess of exports over imports, as the case may be, in each of these countries:—

Country.	Imports over Exports.	Exports over Imports.
Uruguay	...	£307,378
Japan	...	471,228
Denmark	£4,456,667	...
Sweden	3,028,422	...
China	4,720,877	...
Argentina	2,041,780	...
Canada	2,286,348	...
Austria-Hungary	...	5,983,402
Spain	1,961,070	...
Italy	13,858,659	...
Belgium	8,543,332	...
Netherlands	16,285,080	...
United States	...	15,234,384
Germany	26,995,947	...
France	30,776,108	...
United Kingdom	109,043,934	...

These facts cannot fail to prove an interesting addition to our statistical knowledge on the international commerce of the world, while they must also be satisfactory to the country which has so great a preponderance of that trade as Great Britain is here shown to have.

#### NEW LIFE-SAVING APPARATUS.

The terrible loss of life in the wreck of the *Dryad* has caused a particular attention to be given to an exhibition of nautical life-saving appliances of one kind and another exhibited by Messrs. Roper and Son, at Palace Chambers, Westminster, recently. Life-saving appliances which don't save life—which get out of gear and break down when put to the test—are not unknown, of course. Indeed, almost the most typical of these are the regulation ships' boats, which take hours to lower into the water and capsize when they get there, and which at the very best are usually capable of carrying only a fraction of the total number to be accommodated. And it is in recognition of these many facts that Messrs. Roper appear to have set to work. Take their life raft, for instance. As shown in the models exhibited, it appears to be just the ordinary wide and roomy bridge met with on all great liners. And this indeed it is, but with a difference. For whereas the ordinary bridge is an integral part of the vessel, and goes down with her when she sinks, this bridge of the Messrs. Roper is instantaneously detachable on emergency, and is thus enabled, by means of the steel chain-anchors underneath with which it is connected, to fulfil its secondary purpose as a life raft, and in this capacity to accommodate hundreds of passengers upon what is virtually an unsinkable and uncapsizable pontoon. Built of steel, a raft of this kind to span a 48 feet beam ship would weigh about six tons, would be capable of carrying 600 persons, and would cost £450. Ten life-boats with similar capacity would weigh three and a half tons each, and cost in all £14,000. Further, a raft of this sort can be lowered into the water by two men in less than one minute, while it takes six or eight men from ten to twenty minutes under the most favourable circumstances to launch each boat. H.M.S. *Porphyria* has two such rafts, carrying four hundred men, which are launched in forty-five seconds. Another principle adopted in Messrs. Roper's inventions is that of the multiple keel in place of the ordinary single keel, by which means, they contend, greatly increased strength and stability are secured. The patent davit, also, of the firm appear to be an enormous improvement on those commonly in use in their liability to foul, to stick, to jerk the occupants out of the boat being lowered, etc. etc. In the case of Messrs. Roper's davits the falls, which are of steel wire, run in hollow tubes, and are therefore completely weather protected, the boats are instantaneously detached for lowering by means of an iron lever, and are then lowered by two men by means of a simple winch.—E.S.

#### COMMERCIAL NEWS.

HONGKONG FREIGHT MARKET.

Hongkong, August 27th.

In their *Freight Circular* issued to-day Messrs Lamko and Rogge write:—  
Dulness and inactivity have again been the order of the day and prospects for an improvement in the near future remain as remote as ever. The amount of business transacted is insignificant and the rates paid barely cover expenses.

SEAS-FREIGHTS.—A couple of small steamers under Chinese time-charter and employed principally in the Hongkong-Singapore trade, having to work their way back from Saigon, had to accept 5 cents and 6 cents per picul respectively, figures on which any comment would be superfluous. It is impossible to say whether there will be any advance in rates during the remaining part of the present season, but what with high prices at Saigon and an apparently well stocked market at Canton, combined with an over-supply of tonnage, any change for the better is a rather remote contingency.

From Saigon to Java there is some further demand existing, but one fresh charter only is on record so far.  
From Saigon to Singapore a couple of steamers closed at the low rate of 9 cents per picul, both returning from Hilo to this at 10 cents and 12 cents per picul respectively. For the Philippines no fresh charters are reported; it is not unlikely, though, that more may be wanted there ere long.

SEAS-STEAMERS.—Business continues absolutely lifeless, and tonnage is not wanted on any terms.  
From Japan ports only one charter is reported locally, at as low as £1.50 per ton from Moji to Whampoa and Canton, but several Japanese boats have recently brought coal down under charters effected in Japan. Large carriers could now be had at \$1 per ton and smaller ones at \$1.05 per ton Moji to this, and there is apparently no limit to the present retrograde movement.

Business from Newchwang and Chiaofoo has also remained without animation. We cannot give a quotation even for the voyage to Canton. To Amoy or Swatow a small carrier or two might obtain 13 cents per picul. To Kobe, chartering has been done from Newchwang at the unprecedentedly low rate of 8 1/2 cents per picul. For the new season's produce, say October-November loading, some of the local Companies' boats have been offering to book at 25 cents per picul for Amoy or Swatow, without, however, tempting charterers. The over-supply of tonnage is rendering prospects for next autumn's crop anything but brilliant.

On monthly terms, we have three fresh engagements to report, the first mentioned two boats in subjoined list having been taken up at Singapore and are to trade in the South, and the *Ash* remains in the hands of her old charterers for the Hollow/Pakhoi trade. Her rate, although considerably lower than for her present term of charter, compares favourably with those accepted for larger sized boats.

SALE-EXHIBITION.—For New York the *Manuel Llanos* has sailed and the *Yorick* and the *Paul Rovers* have arrived from Shanghai to complete loading here. The *Saint Mark*, recently arrived, adds to the number of vessels to take the berth. Her charter was done about a month ago and shippers have very much lower

ideas of rates now. Tonnage here and up north continues largely in excess of the limited requirements everywhere, and tall-freights are more than slack all over the East. Arrangements have been made at Shanghai for the *Dryad* to take the berth there; she is likely to call here to fill up.

There is no business offering in any other direction.  
COASTWISE.—Tonnage is wanted Mantrou to Singapore and thence to Hongkong, and also from Rajah to this port, but at very low rates.  
CASUALTIES.—The *S. D. Carlisle*, bound for Shanghai with oil from New York, has arrived in distress. She will probably have to discharge her cargo and go into dock for repairs.

#### SHIPPING AND MAIL NEWS.

MAILS DUE:

Tacoma (*Tacoma*) to-morrow.  
Indian and Straits (*Sulung*) 31st inst.  
French (*Natal*) 1st prox.  
American (*Elgin*) 5th prox.  
Tacoma (*Victoria*) 11th prox.  
American (*Pera*) 13th prox.  
Canadian (*Empress of Japan*) 16th prox.

THE P. & O. S.N. Co.'s steamer *Aden*, from China, arrived at London on the evening of the 25th inst.

THE D. D. R. steamer *Irene*, from Hamburg, left Singapore for this port on the 25th inst., and may be expected here on or about the 1st prox.

#### SHIPPING RETURNS.

From 5 p.m. yesterday to 5 p.m. to-day.  
ARRIVALS.  
Peking ..... steamer from Shanghai.  
Haitan ..... " " Coast Ports.  
Kashing ..... " " Canton.  
Tatung ..... " " Canton.  
Kwanglo ..... " " Singapore.  
Memnon ..... " " Sandakan.  
Aggregating 9,864 tons register.

DEPARTURES.  
Benavolich Maru, steamer, for Shanghai.  
Maidala ..... " " Holbow.  
Glaucus ..... " " Amoy.  
Ravenna ..... " " Europe.  
Chival ..... " " Swatow.  
Admiral ..... " " Saigon.  
Kashing ..... " " Shanghai.  
Aggregating 11,640 tons register.

HONGKONG AND WHAMPOA DOCK RETURNS.  
Pictoria ..... in Kowloon Dock.  
Kiang Tung ..... " " "  
Pork ..... " " "  
Lao Sok ..... " " Cosmopolitan.  
John Baskley ..... " " "

#### PASSED THE CANAL.

OUTWARD.—17th July—*Tacora*, *Leander*, 21st July—*Agamemnon*, 31st July—*Mogul*, *Wendell*, 1st Aug.—*Bromhead*, *Irene*, *Queen Olga*, 1st Aug.—*Maru*, *Dorothea*, 7th Aug.—*Glasgow*, *Java*, *Kimmun*, *Natal*, 11th Aug.—*Minsk*, 14th Aug.—*Cala*, *don*, *Malacca*, *Palamidi*, *Elitrichia*, *Cal*, *Branch*, *Radley*, 21st Aug.—*Ceylon*, 24th Aug.—*Onyia*, 25th Aug.—*Sargidun*.  
HOMeward.—18th Aug.—*Benavolich*, *Car*, *Marthensha*, *Glaucus*, *Frederick*, *Kacoshima*, *Maru*, 21st Aug.—*Achilles*, *Melbourne*, *Thalia*.

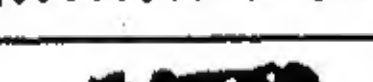
SCOTT'S Emulsion of Pure Cod Liver Oil with Hypophosphites acts both as food and medicine. It not only gives flesh and strength by virtue of its own nutritious properties, but creates an appetite for food that builds up the wasted body. Read the following:—"Scott's Emulsion is in my opinion an excellent and valuable compound. I have given it to consumptive patients and have been delighted with the results obtained. It is pleasant to the taste and can be borne by the most sensitive stomach."—E. A. ROWAY, M.D., *Butter-Knowle*, *Dunelm*. Any Chemist can supply it.—Sole Agents for Hongkong and the Empire of China—Watkins & Co., Hongkong.—*Advt.*

#### Masonic.

ZETLAND LODGE,  
No. 535, E.C.

A REGULAR MEETING of the above LODGE will be held in the FREEMASONS' HALL, Zetland Street, on TUESDAY, the 2nd September, at 8.30 for 9 p.m. precisely. Visiting Brethren are cordially invited to attend.  
Hongkong, 24th August, 1896. [1336]

#### Intimations.



#### NOTICE.

IT is hereby notified that the PORTION of WING LOK STREET leading from the HARBOUR OFFICE WESTWARDS to the PRAYA will be CLOSED to WHEELED TRAFFIC until further notice.  
By Order,  
J. H. STEWART LOCKHART,  
Colonial Secretary.

Colonial Secretary's Office,  
Hongkong, 25th August, 1896. [1348]

HONGKONG AND WHAMPOA DOCK COMPANY, LIMITED.

#### NOTICE TO SHAREHOLDERS.

CONTRIBUTING SHAREHOLDERS are requested to send in a STATEMENT of BUSINESS CONTRIBUTED during the Half-year ended 30th June, 1896, on or before the 15th September, on which date the Accounts will be CLOSED.  
By Order of the Board of Directors,  
THOS. I. ROSE,  
Secretary.

Hongkong, 25th August, 1896. [1339]

HONGKONG AND WHAMPOA DOCK COMPANY LIMITED.

#### NOTICE TO SHAREHOLDERS.

THE DIVIDEND of 8 PER CENT. per Share and BONUS of 4 PER CENT. for the Six Months ending 30th June, 1896, DECLARED at Monday's Ordinary Half-yearly Meeting, will be PAYABLE at the Premises of the HONGKONG AND SHANGHAI BANKING CORPORATION on and after TUESDAY, the 23rd August, and SHAREHOLDERS are requested to apply for DIVIDEND WARRANTS at the COMPANY'S OFFICE, No. 14, Prince Central.

By order of the Board of Directors,  
THOS. I. ROSE,  
Secretary.  
Hongkong, 24th August, 1896. [1351]

#### Hotels.

##### PEAK HOTEL.

OPEN ALL THE YEAR ROUND.

THIS commodious and well appointed HOTEL, situated at a height of 1,350 feet above sea-level, has just been thoroughly re-decorated, renovated and re-furnished, and a NEW WING has been built, which commands magnificent Views of the Harbour and mainland of China.

##### SPECIAL SUMMER RATES.

(FROM APRIL 1ST TO OCTOBER 31ST.)  
One person, per day ..... 4.00  
One person, per month ..... 75.00  
Married couple (occupying one room) per day ..... 7.00  
Married couple (occupying one room) per month ..... 150.00  
Married couple (occupying two rooms) per month ..... 175.00  
Extra Bed Room, per month ..... 40.00  
For further particulars, apply to THE MANAGER, New Victoria Hotel, Hongkong, 2nd April, 1896. [87]

#### NEW VICTORIA HOTEL.

WE have the honour to inform our PATRONS, FRIENDS and the PUBLIC GENERALLY, that we have made arrangements to OPEN a ROTISSERIE in connection with the above Hotel on SEPTEMBER 1ST NEXT.

PRICES:—  
Breakfast ..... 50 Cents, Per Month ..... \$10.00  
Dinner ..... 75 do. do. .... 15.00  
Dinner ..... 1.00 do. do. .... 20.00  
Breakfast and Dinner, do. .... 25.00  
Breakfast and Dinner, do. .... 30.00  
Dinner and Dinner, do. .... 35.00  
Breakfast, Dinner and Dinner, do. .... 40.00  
CHOPS, STEAKS, &c., &c., will be served at any time between 7.30 A.M. and 11.30 P.M. at MODERATE RATES. PRICE LISTS of everything issued Daily. MADAR & FARMER, Proprietors. Hongkong, 27th July, 1896. [1190]

#### VICTORIA HOTEL, CANTON.



## Intimations.

## NOTA BENE.

A GOOD THING IS WORTH REPEATING!

## CHAMPAGNE BITTERS

A TONIC

FOR BRAIN-WORKERS, THE WEAK, AND DEBILITATED.

WATKINS &amp; CO., Proprietors,

APOTHECARIES' HALL, 66, Queen's Road Central.

Hongkong, 24th July, 1896.

TWENTY (20) PER CENT.

## SAVING OF FUEL!

HOLDSWORTH'S  
MICA COMPOSITION

FOR

## BOILERS AND STEAM PIPES.

THE ONLY SELF-ADHESIVE AND PERMANENT NON-CONDUCTOR.

ASBESTOS COMPOSITION AND INSERTION AT REDUCED RATES.

For further Particulars, Prices, and Estimate, apply to

## C. HOLDSWORTH,

EASTERN MICA WORKS,

HONGKONG.

Hongkong, 24th June, 1896.

PHARMACEUTIC PRODUCTS OF THE FARBERWERKE VORM MEISTER,  
LUCIUS & BRUNING HOCHST A/MAIN.

Dr. KNORR'S LION BRAND

## "ANTIPYRINE,"

(DOSE FOR ADULTS 15 TO 35 GRAINS TROV)

Is the most powerful and most efficacious remedy in cases of HEADACHE, MIGRAINE, NEURALGIA, RHEUMATISM, FEVER, TYPHUS, INFLUENZA, DENGUE, ERYSIPELAS, WHOOPING-COUGH, and many other complaints. It is also the very best ANTISEPTIC. Highly recommended by the Medical Faculty. Ask for Dr. KNORR'S ANTIPYRINE. Each Tin bears the Inventor's Signature "Dr. KNORR" in red letters.

## "DERMATOL,"

Is the best Vulnerary. Its effect in stimulating the closing-up of Wounds is described as amazing.

Dr. OVERLACH'S

## "MIGRAININE,"

(ANTIPYRINE-CAFFEINE CITRATE)

Is available for MIGRAINE, and of the greatest value in treating HEADACHES of definite etiology, in the HEADACHES of INFLUENZA, of NICOTINE and MORPHIA POISONING, and generally where the administration of other remedies have failed. To be had of every reputable Chemist and Druggist. Supplies constantly on hand at the

CHINA EXPORT, IMPORT &amp; BANK CO.,

SOLE AGENTS FOR CHINA.

BEWARE OF SPURIOUS IMITATIONS!

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Branch Offices—  
LONDON, NEW YORK, BOMBAY,  
SINGAPORE, SHANGHAI, TIENTSIN,  
NEWCHANG and all Ports in JAPAN.

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Kansai Coal Mines,  
Tokyo Marine Insurance Co., Limited,  
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Waterbury & Co., Limited,  
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Cotton Cleaning and Wg. Co., Shanghai,  
Onoda Cement Co., Japan,  
Kureiichi Cotton Spinning Mill, Japan,  
Tokyo Cotton Spinning Mill, Japan,  
Hayaishi Clock Factory.

LAND AND SEA MAY LIE  
BETWEEN YOU ANDCHICAGO,  
U.S.A.

No matter where you live, we can deliver to you cheaper than you can buy anywhere else in the world. Clothing, Shoes, Dry Goods, Watches, Jewelry, Sewing Machines, Harness, Saddles, Hardware, Tools, Guns, Ammunition, Bicycles, Agricultural Implements, Vehicles of all kinds, Furniture, Hooks on every subject. To introduce to you our immense facilities, we will send free of charge to you or any other foreign resident our "BUYERS' GUIDE," a 24 pound book, 700 pages, 13,000 illustrations, 40,000 descriptions—invaluable in ordering—and our "HAND BOOK FOR FOREIGN BUYERS," which gives all information necessary to put you in touch with our methods. Send us your address and we will do the rest.

MONTGOMERY, WARD & Co.,  
111 to 118 Michigan Ave. Chicago, U.S.A.

## Shipping.

## STEAMERS.

FOR NEW YORK, VIA SUEZ CANAL.

THE Steamship

"BENMOHR,"

Captain Le Bonillier, will be despatched as above on or about SATURDAY, the 5th Sept.

For Freight or Passage, apply to

GIBB, LIVINGSTON &amp; Co.,

Agents.

Hongkong, 24th August, 1896.

"BEN" LINE OF STEAMERS.

FOR LONDON.

THE Steamship

"BENLARG,"

Captain Wallace, will be despatched as above on or about TUESDAY, the 8th September.

For Freight or Passage, apply to

GIBB, LIVINGSTON &amp; Co.,

Agents.

Hongkong, 24th August, 1896.

## Shipping.

## STEAMERS.

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY AND TAMSUI.

THE Company's Steamship

"HAIMUN,"

Captain Eathurst, will be despatched for the above Ports TO-MORROW, the 28th instant, at Noon.

For Freight or Passage, apply to

DOUGLAS LARPAIK &amp; Co.,

General Managers.

Hongkong, 27th August, 1896.

CHINA NAVIGATION COMPANY, LIMITED.

FOR SHANGHAI.

THE Company's Steamship

"KANSU,"

Captain Sermerville, will be despatched as above TO-MORROW, the 28th instant, at 3 P.M.

For Freight or Passage, apply to

BUTTERFIELD &amp; SWIRE,

Agents.

Hongkong, 26th August, 1896.

THE CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

FOR MANILA (DIRECT).

THE Company's Steamship

"ESMERALDA,"

Captain G. A. Taylor, will be despatched for the above Port TO-MORROW, the 28th instant, at 5 P.M.

This Steamer has Superior Accommodation for Passengers, and is fitted with the Electric Light.

For Freight or Passage, apply to

SHEWAN, TOMES &amp; Co.,

General Managers.

Hongkong, 24th August, 1896.

"GLEN" LINE OF STEAM PACKETS.

FOR LONDON, VIA SUEZ CANAL.

THE Steamship

"GLENESK,"

Captain Glegg, will be despatched as above on SATURDAY, the 29th instant, at 4 P.M.

Instead of as previously advertised.

For Freight or Passage apply to

JARDINE, MATHESON &amp; Co.,

Agents.

Hongkong, 17th August, 1896.

"BEN" LINE OF STEAMERS.

FOR NAGASAKI, KOBE AND YOKOHAMA.

THE Steamship

"BENVORLICH,"

Captain Clark, will be despatched as above on SATURDAY, the 29th instant, at 4 P.M.

For Freight or Passage apply to

GIBB, LIVINGSTON &amp; Co.,

Agents.

Hongkong, 25th August, 1896.

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR KOBE (DIRECT).

THE Steamship

"GUTHRIE,"

Captain St. John George, will be despatched as above on MONDAY, the 31st instant, at 3 P.M.

For Freight or Passage, apply to

GIBB, LIVINGSTON &amp; Co.,

Agents.

Hongkong, 25th August, 1896.

NAVIGAZIONE GENERALE ITALIANA (FLORENCE &amp; RUBATINO UNITED COMPANIES).

STEAM FOR SINGAPORE, PENANG AND BOMBAY.

Having connection with Company's Mail Steamers to ADEN, SUEZ, PORT SAID, MESSINA, NAPLES, LEGHORN and GENOA.

ALSO

VENICE AND TRIESTE, all MEDITERRANEAN, ADRIATIC, LEVANTINE and SOUTH AMERICAN PORTS up to CALAO.

Taking Cargo at through rates to PERSIAN GULF and BAGDAD.

ALSO

BARCELONA, VALENCIA, ALICANTE, ALMERIA and MALAGA.

THE Steamship

"LETIMBRO,"

Captain Belsito, will be despatched as above on WEDNESDAY, the 2nd September, at Noon.

At BOMBAY the Steamers are discharging in VICTORIA DOCK.

For Further Particulars regarding Freight and Passage, apply to

CARLOWITZ &amp; Co.,

Agents.

Hongkong, 26th August, 1896.

OCEAN STEAMSHIP COMPANY.

FOR LONDON, VIA SUEZ CANAL.

THE Company's Steamship

"TANTALUS,"

Captain Hannab, will be despatched as above on THURSDAY, the 10th September.

For Freight or Passage, apply to

BUTTERFIELD &amp; SWIRE,

Agents.

Hongkong, 26th August, 1896.

"GLEN" LINE OF STEAM PACKETS.

FOR LONDON, VIA SUEZ CANAL.

THE Steamship

"GLENFRUIN,"

Captain Darke, R.N.R., will be despatched as above on or about THURSDAY, the 10th September.

For Freight or Passage, apply to

JARDINE, MATHESON &amp; Co.,

Agents.

Hongkong, 25th August, 1896.

JAVA, CHINA, JAPAN LINE OF STEAMERS.

UNDER MANAGEMENT OF THE ROYAL PACKET NAVIGATION COMPANY OF NETHERLANDS INDIA.

PROPOSED SAILINGS (Subject to Alterations.)

JAVA, HONGKONG, YOKOHAMA, KOBE, AMOY, HONGKONG, SINGAPORE, JAVA.

FROM HONGKONG.

S.S. Germania..... To JAVA..... [Sept.]

S.S. Cassius..... To JAVA..... [October]

S.S. Federation..... To JAVA..... [Nov.]

S.S. Cassius..... To JAPAN..... [Sept.]

S.S. Federation..... To JAPAN..... [October]

S.S. Germania..... To JAPAN..... [Nov.]

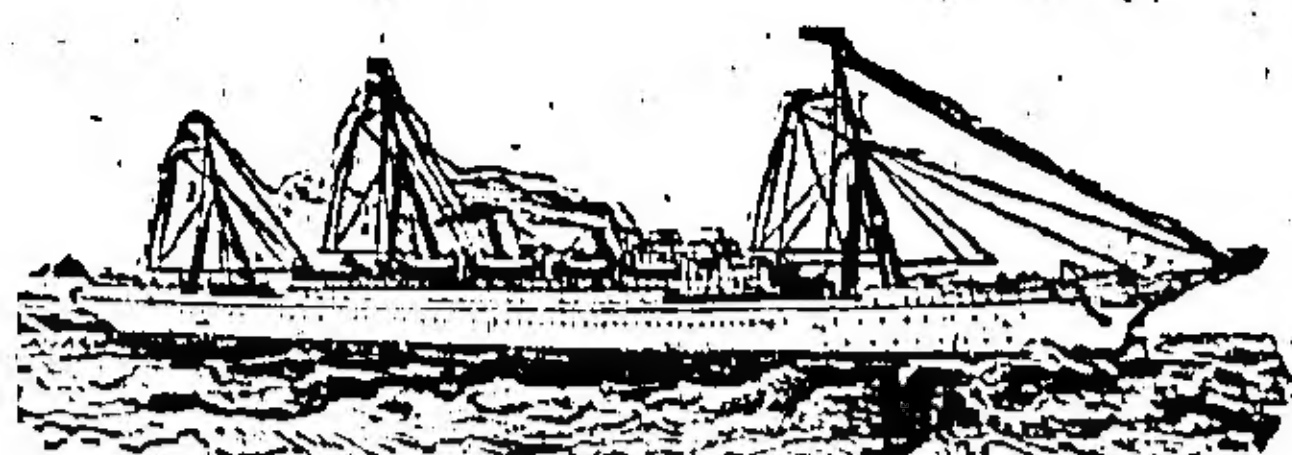
General Agents for China &amp; Japan, LAUTS, WEGENER &amp; Co.

Hongkong, 22nd August, 1896.

## Mails.

CANADIAN PACIFIC RAILWAY COMPANY'S  
ROYAL MAIL STEAMSHIP LINE.

1896.



1896.

SAFETY. SPEED. PUNCTUALITY.

THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA AND THE UNITED STATES.

(CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND VICTORIA, B.C.)

Twin Screw Steamships—6,000 Tons—14,000 Horse Power—Speed 19 knots.

PROPOSED SAILINGS FROM HONGKONG.

EMPRESS OF INDIA...Comdr. O. P. Marshall, R.N.R....WEDNESDAY, 2nd September.

EMPRESS OF JAPAN...Comdr. Geo. A. Lee, R.N.R....WEDNESDAY, 10th September.

EMPRESS OF CHINA...Comdr. R. Archibald, R.N.R....WEDNESDAY, 25th October.

THE magnificent Steamships of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, making close connection at Vancouver with the PALATIAL TRANS-CONTINENTAL TRAINS of the CANADIAN PACIFIC RAILWAY leaving there daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers Booked through to all principal points and AROUND THE WORLD. Return tickets to various points at reduced rates. Good for 4, 6, 9 and 12 months. SPECIAL RATES (First-class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

CIRCULAR PACIFIC TICKETS Hongkong to Vancouver, Vancouver to Sydney Australia, (second to none in the World), the LUXURANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago World's Exhibition) and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Line passes.

THE DINING CARS and MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unexcelled. For further information, Maps, Guide Books, Rates of Passage, &c., apply to

D. E. BROWN, General Agent,

Pedder's Street.

OCCIDENTAL & ORIENTAL  
STEAMSHIP  
COMPANY.

TAKING CARGO AND PASSENGERS TO

JAPAN, THE UNITED STATES,

MEXICO,

CENTRAL AND SOUTH AMERICA, AND

EUROPE.

THE OVERLAND RAILWAYS.

AND

ATLANTIC AND OTHER CONNECTING

STEAMERS.

VIA INLAND SEA OF JAPAN AND

HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

Belge (via Nagasaki, Kobe, Inland Sea, Yokohama &amp; Honolulu)..... Thursday, 12th Sept., at Noon.

Coptic (via Nagasaki, Kobe, Inland Sea, Yokohama &amp; Honolulu)..... Wednesday, 30th Sept., at Noon.

Gaul (via Nagasaki, Kobe, Inland Sea, Yokohama &amp; Honolulu)..... Saturday, 17th Oct., at Noon.

THE Company's Steamship

"BELGIC"

will be despatched for SAN FRANCISCO, via NAGASAKI, KOBE, INLAND SEA AND YOKOHAMA, on SATURDAY, the 12th September, 1896, at Noon. Connection being made at Yokohama with Steamers from Shanghai.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at Honolulu and passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada. Rates, and particulars of the various Routes may be obtained upon application.

Special rates (First-class only) are granted to Missionaries, members of the Naval, Military, Diplomatic and Civil Services, to European Officials in service of China and Japan, and to Government officials and their families.

Passengers who have paid full fare, re-embarking at San Francisco for China or Japan (or vice versa) within one year, will be allowed a discount of 10 per cent. This allowance does not apply to through fares for China and Japan to Europe.

All PARCEL PACKAGES should be marked to address in full, and same will be received at the Company's Office until 7 P.M. the day previous to sailing.

Consular Invoices to accompany Cargo destined to Points beyond San Francisco, in the United States, should be sent to the Company's Office, addressed to the Collector of Customs, San Francisco.

For further information as to Freight or Passage, apply to the Agency of the Company, No. 7, Praya Central.

J. S. VAN BUREN, Agent.

Hongkong, 25th August, 1896.

F. BLACKHEAD &amp; CO.,

SHIP-CHANDLERS, SAILMAKERS,

COAL AND PROVISION MERCHANTS,

NAVAL CONTRACTORS

AND GENERAL COMMISSION AGENTS.

PRAYA CENTRAL, HONGKONG.

SOLE AGENTS FOR HARTMAN'S RAHTEN'S GENUINE COMPOSITION RED HAND BRAND, HARTMAN'S GREY PAINT, DALLER'S PATENT MOTOR LAUNCHES, &amp;c.

Sole Agents for FERGUSON'S SPECIAL CREAM and P. &amp; O. SPECIAL LIQUOR SCOTCH WHISKY, &amp;c.

EVERY KIND OF SHIPS STORES AND REQUISITES ALWAYS IN STOCK AT REASONABLE PRICES.

Hongkong, 14th May, 1896.

## Mails.

NORTHERN PACIFIC  
STEAMSHIP AND RAILROAD  
COMPANIES.

VIA INLAND SEA OF JAPAN.

THE attention of Passengers is directed to the very cheap rates offered by this Line to the PACIFIC COAST and the INTERIOR and EASTERN CITIES of the UNITED STATES and CANADA and to EUROPE.

HONGKONG TO LONDON \$100.

Excellent accommodation. First-class Table, DOCTOR and STEWARDESS carried.

HONGKONG TO NEW YORK \$150.

The Railroad travelling is second to none on the American Continent. Magnificent Scenery of the ROCKY and CASCADE MOUNTAINS. The YELLOWSTONE NATIONAL PARK route. Passengers to EUROPE may proceed by one of the first class ATLANTIC MAIL LINES.

HONGKONG TO TACOMA \$225.

Rates of Passage to other Ports on application.

Special rates allowed to members of Government Services.

PROPOSED SAILINGS FROM HONGKONG.

(SUBJECT TO ALTERATION.)

Tacoma ..... 4.549 | Thursday... | Sept. 3.

Victoria ..... 3.107 | Monday... | Sept. 21.

Olympia ..... 3.603 | Friday... | Oct. 9.

Bismarck ..... 3.601 | Tuesday... | Oct. 27.

THE Steamship

"TACOMA,"

Captain ..... sailing at Noon, on THURSDAY, the 3rd September, will proceed to VICTORIA, B.C., and TACOMA, Wash., via SHANGHAI, KOBE and YOKOHAMA.

Through Bills of Lading issued to Japan, Pacific Coast Ports, and to Canadian and United States Ports.

Consular Invoices of Goods for United States Ports should be in quadruplicate; and one copy must be sent forward by the steamer to the care of the Freight Agent, Northern Pacific Railroad, Tacoma, Wash.

Parcels must be sent to our Office (with address marked in full) by 5 P.M. on the day previous to sailing.

For further information as to Passage or Freight, apply to

DODD, CARLILL &amp; Co.,

General Agents.

Hongkong, 26th August, 1896.

NORDEUTSCHER LLOYD.

NOTICE.

STEAM FOR

SINGAPORE, COLOMBO, ADEN, SUEZ,

PORT SAID, NAPLES, GENOA,

ANTWERP, BREMEN AND HAMBURG,

PORTS IN THE LEVANT,

BLACK SEA AND BALTIC PORTS:

ALSO

LONDON, NEW YORK, BOSTON,

BALTIMORE, NEW ORLEANS,

GALVESTON, AND SOUTH AMERICAN PORTS.

THE COMPANY'S STEAMERS WILL CALL AT SOUTHAMPTON TO LAND PASSENGERS AND LUGGAGE.

N.B.—CARGO CAN BE TAKEN ON THROUGH BILLS OF LADING FOR THE PRINCIPAL PLACES IN RUSSIA.

PROPOSED SAILINGS FROM HONGKONG.